

Managing the Road Modernisation Plan and considerations for dealing with congestion in the long term

Helen Cansick

Head of Business Operations – Road Space Management

Mike Keegan

Policy Manager, TfL Strategy

London needs world class street and roads



Our vision is for a bigger and better city

Place improvements provide public realm, health, walking and cycling benefits

But, with growth, they put an ever greater pressure on the road network

Congestion mitigation measures are also needed



The Road Modernisation Plan

£4bn investment in roads and streets to 2020/21 to:

- 1. Ensure our roads assets are fit for the future**
- 2. Deliver a programme of major highway improvements**
- 3. Deliver the Mayor's vision for cycling improvements**
- 4. Keep London moving**
- 5. Deliver a further 40% reduction in fatalities and serious injuries on London's roads**

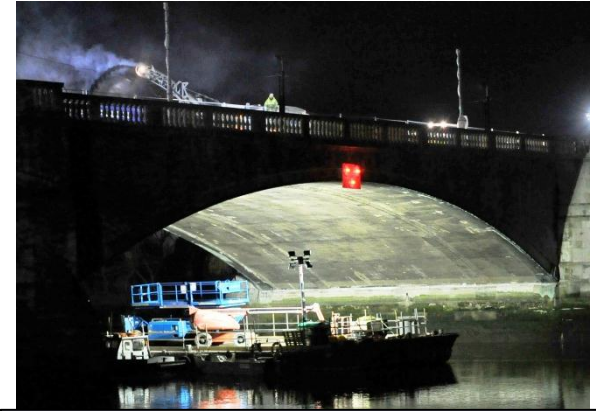


1. Ensure our roads assets are fit for the future

Hogarth Flyover – completely replaced



Highbury Corner – replace the road-over-rail bridge



Repair & refurbishment of Chiswick Bridge



Hammersmith Flyover – urgent repairs and major refurbishment



Signal modernisation = 200 every year

2. Deliver a programme of major highway improvements

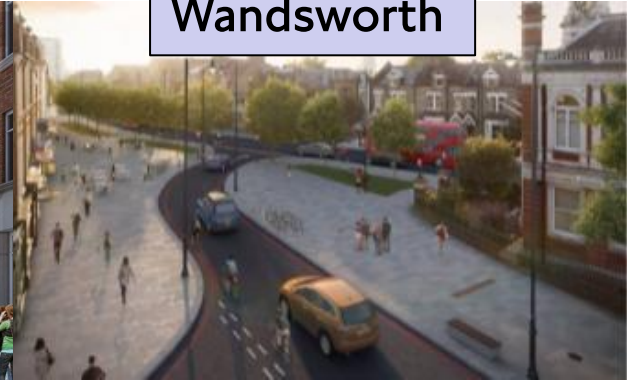
Bow



Vauxhall



Wandsworth



5 major schemes:
to enable growth,
movement and
rejuvenate public space

Elephant & Castle



Croydon Fiveways



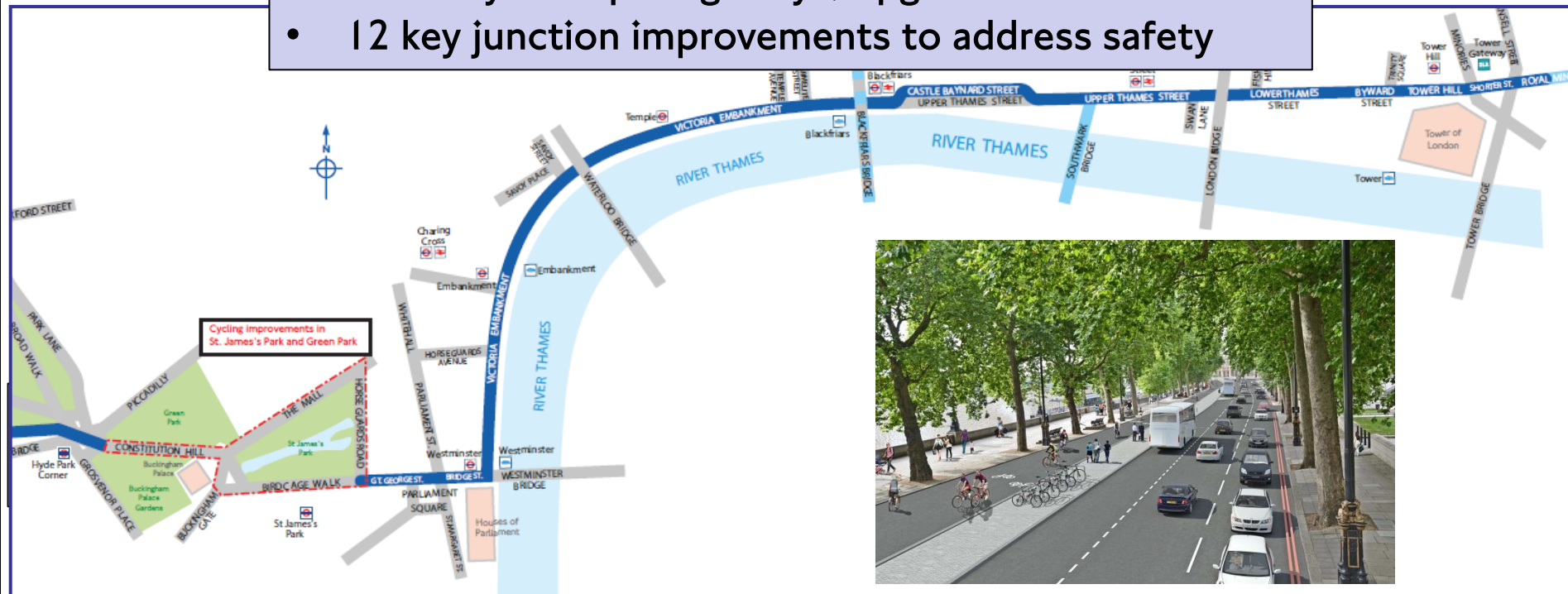
150 smaller schemes to
improve TfL roads ever year



3. Deliver the Mayor's vision for cycling



- 4 new cycle superhighways, upgrades to a further 4
- 12 key junction improvements to address safety



And as the economy grows and London grows with it, there are a number of major development schemes

Major private developments
e.g. Vauxhall-Battersea-
Nine Elms

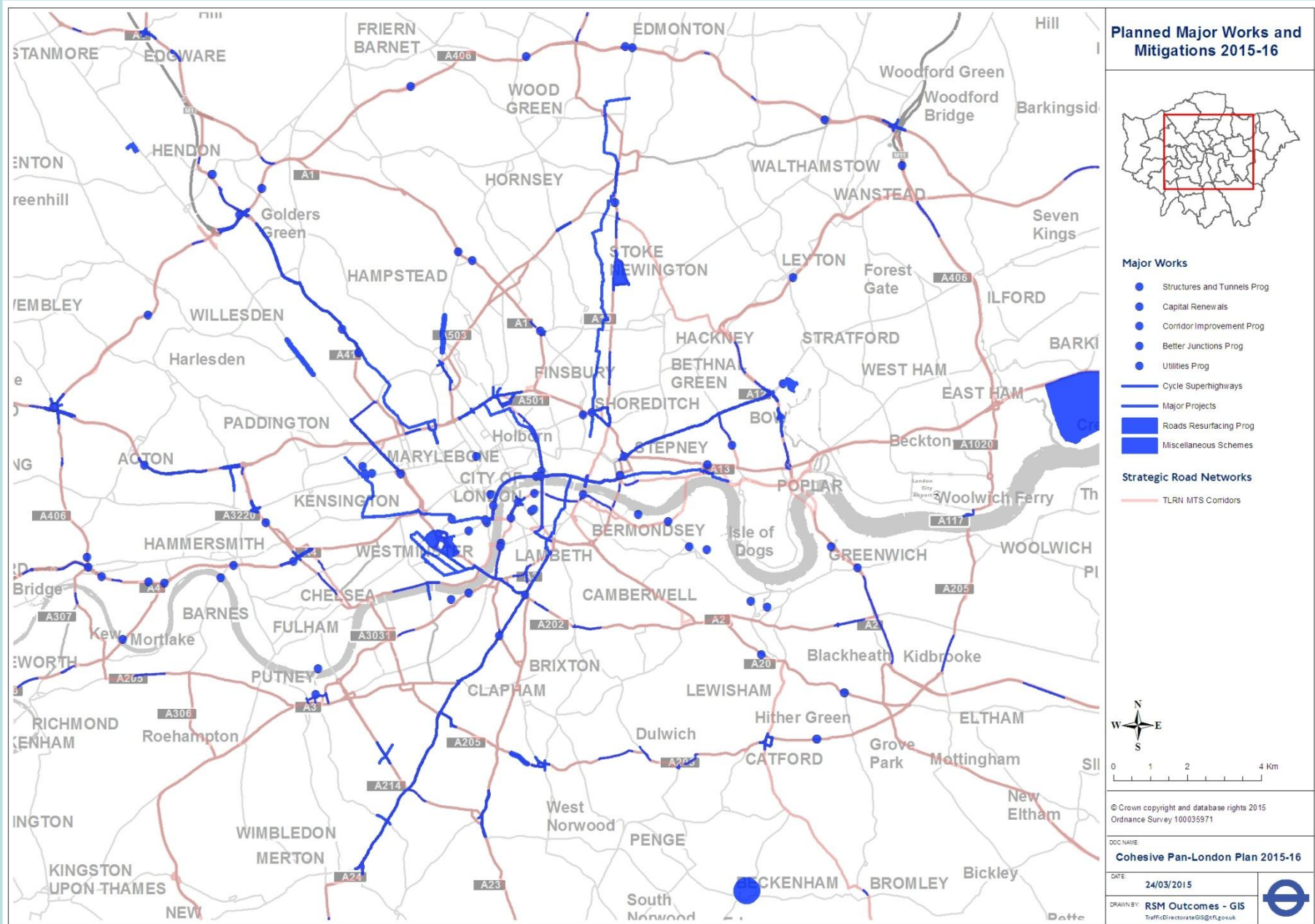


Growth and regeneration
e.g. Barking Riverside



Major investment in utilities
e.g. Thames Tideway Tunnel

Major works in 2015/16...

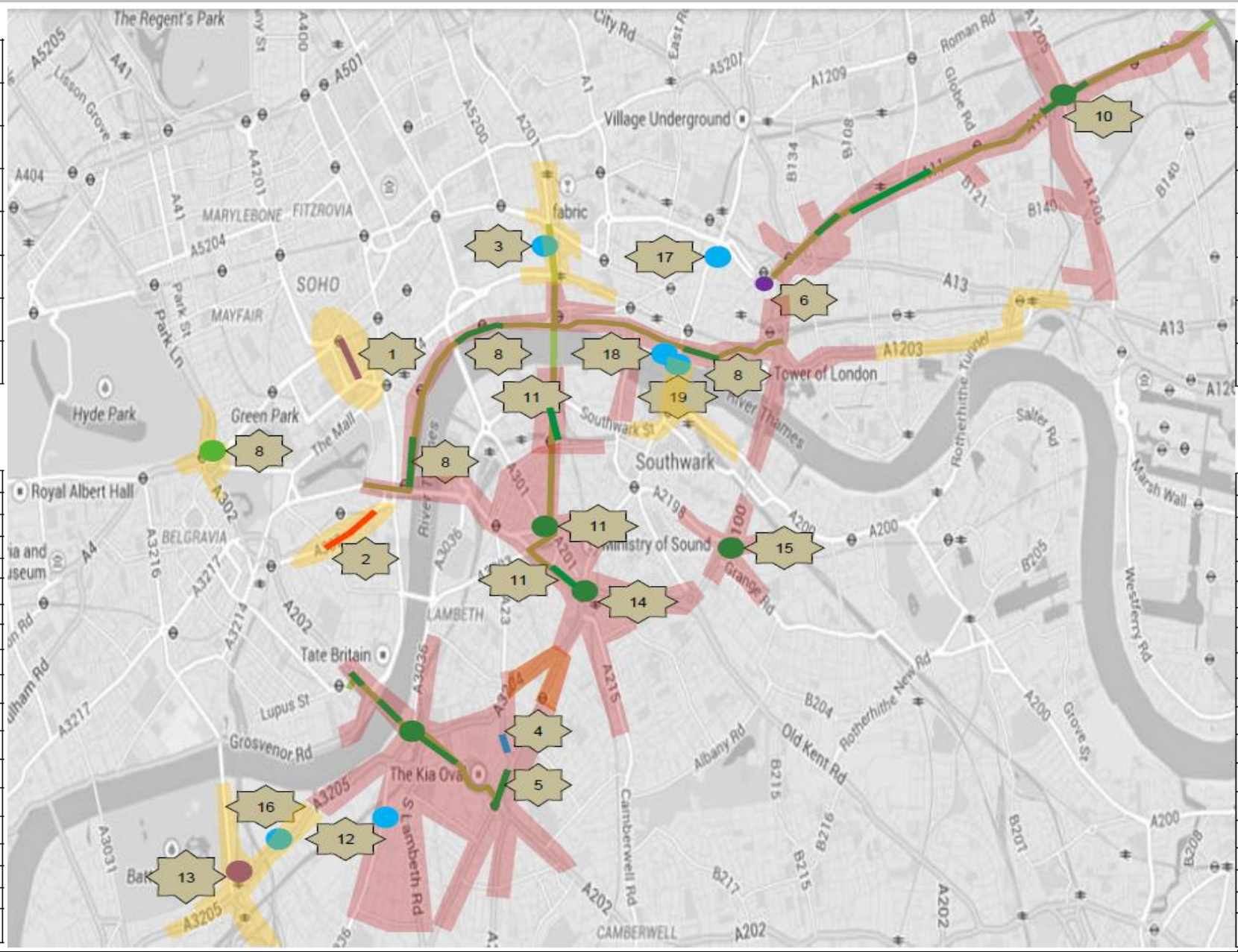


Central London over the coming weeks...

KEY:

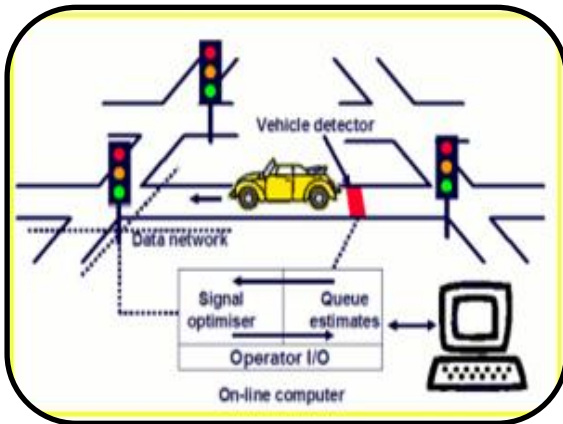
		Utility Works
		Borough Works
		TfL Works
		TfL Advance Works
		Third Party / Development
		Cycle Superhighway
		Severe / Serious Impact
		Serious/Moderate Impact

1	Haymarket 2-Way
2	UKPN
3	Development (GS)
4	NLE
5	Oval (BJ)
6	Aldgate Gyratory
7	SGN
8	CS E-W Works
9	CS5 Works
10	CS2 Works
11	CS N-S Works
12	Development
13	Queen Circus (BJ)
14	E&C Works
15	Abbey St (BJ)
16	TTT
17	Development
18	LU – Arthur St
19	Development



4. Keeping London moving whilst these schemes are being delivered...

Active traffic management



Freight and servicing strategies



Targeted enforcement and rapid response



Bus priority



Travel demand management



Active Traffic Management



London will be actively monitored, and traffic flows managed in real time to ensure that:

- The bus network is protected
- Exit blocking is prevented
- Key junctions do not 'lock up'

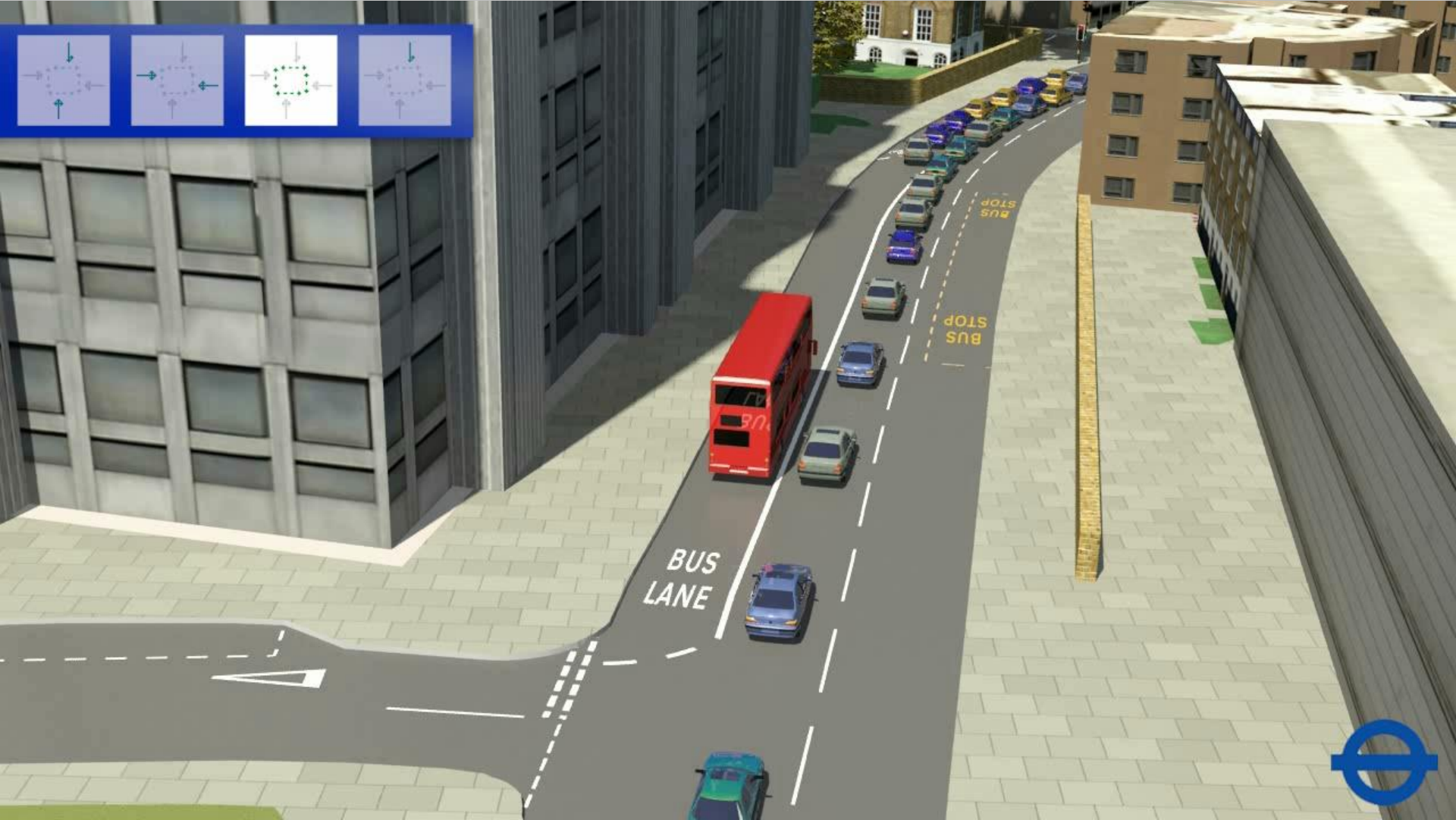
Trigger points at key junctions. At each of these locations is a zone of influence of approximately 3km where we will use signals to control the flow of traffic to that point.

3 levels of timings will be provided for each major build phase:

- Level 1: Initial build/construction
- Level 2: Major construction
- Level 3: Severe assist (to manage impact of unplanned incidents)



Active Traffic Management in action



Expand existing operational capabilities - enforcement

- 80 new enforcement officers being recruited, with focus on the road network and powers to direct traffic
- Ad-hoc high visibility patrols throughout the day around work sites to assist with congestion, enforce the red route and provide a visible deterrence against non-compliance
- Separate units available to respond to unplanned incidents
- Camera enforcement activity focused on congestion issues around works



Bus reliability schemes (bus priority)

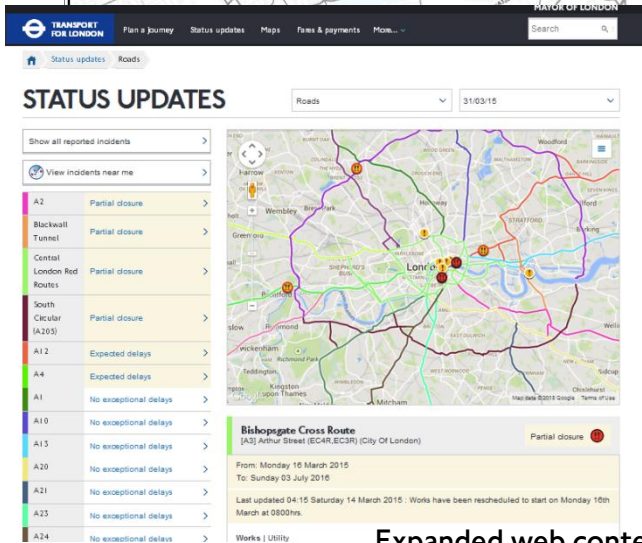
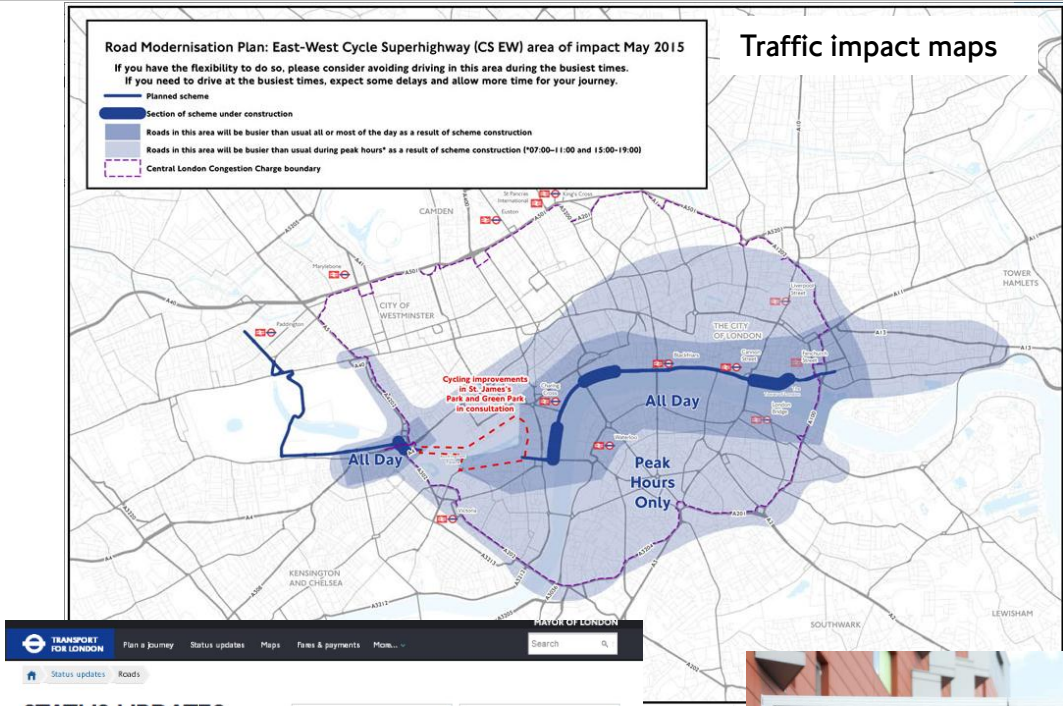
Bus reliability schemes deliver physical changes along the 24 routes most impacted by Road Modernisation Plan schemes.

OneModel used to predict peak bus delays on central London bus routes.

Feasibility work in progress to assess viability of each proposed intervention and estimated time savings.

Phase	Bus Routes	RMP Impact	Site Visits	Route Workshop	Feasibility starts	Delivery from
1	3, 12, 88, 136, 159, 185	2015 schemes	✓	✓	In Progress	Summer 2015
2	453, 63, 55, 176, 48, 188	2016 schemes	✓	✓	From end March	Autumn 2015
3	94, 87, 53, 42, 21, 172, 343, 148, 1, 26, 70, 45	2016 schemes	94✓ 87✓		From end May 2015	2016

Travel Demand Management through multiple channels



Expanded web content



VMS and social media



Detailed local information for leaflet drops



In summary...

This transformational level of investment is critical to help delivering a further 40% reduction in fatalities and serious injuries on London's roads and improving life in the Capital.

But, the impact of this level of development and construction is;

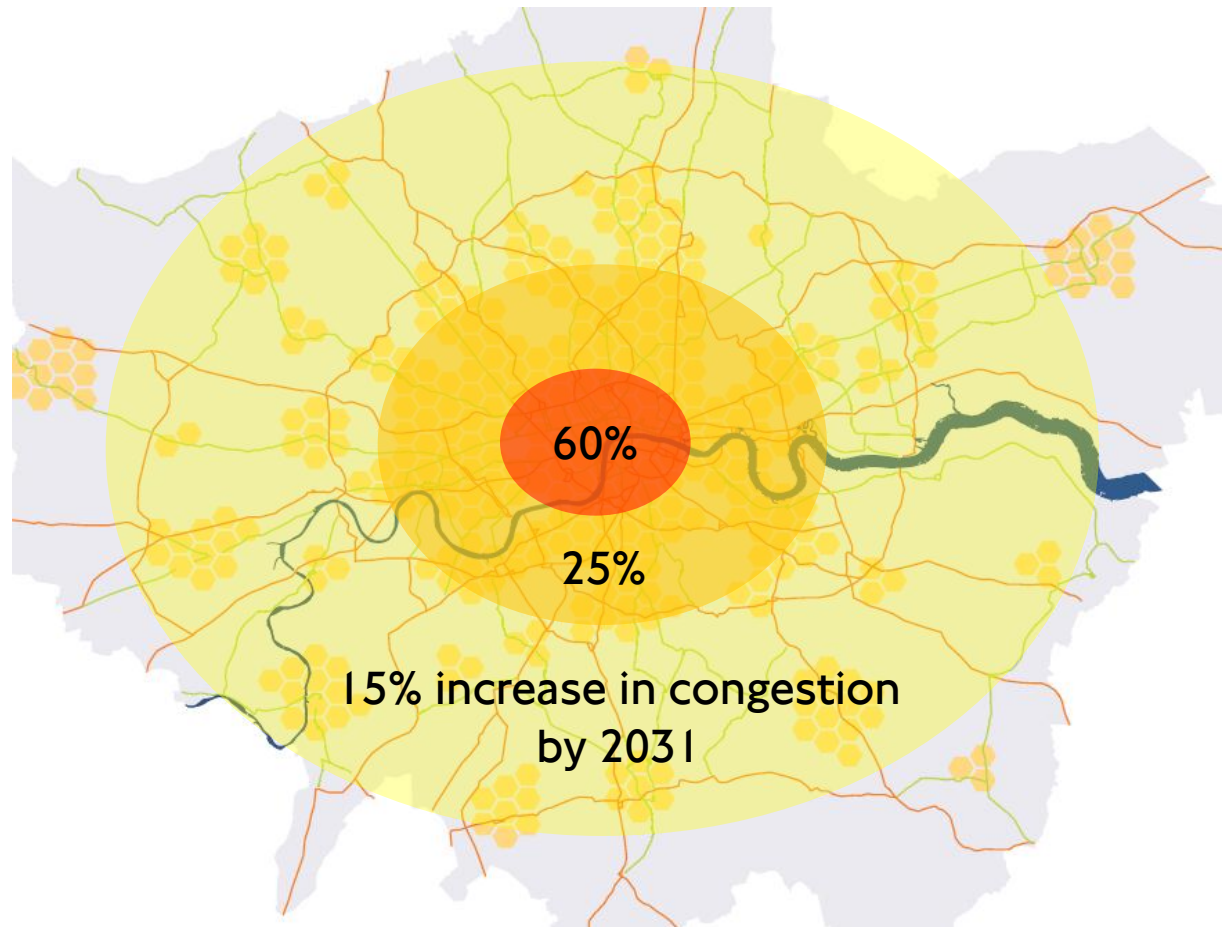
- Road capacity is reduced temporarily during the works
- Traffic patterns will change when different management strategies are used to keep traffic moving around schemes and construction
- Some schemes permanently reallocate road capacity away from general traffic to other modes



Even with all the Mayor's Transport Strategy investment, significant increases in congestion by 2031 are expected

Many of the locations for 'place' improvements are also on the strategic road network

It is essential to maintain an efficient network as well as making 'place' improvements



Further encouraging people to modify their travel behaviour is expected to make a modest contribution

Changing travel behaviour



Car clubs and car-lite development



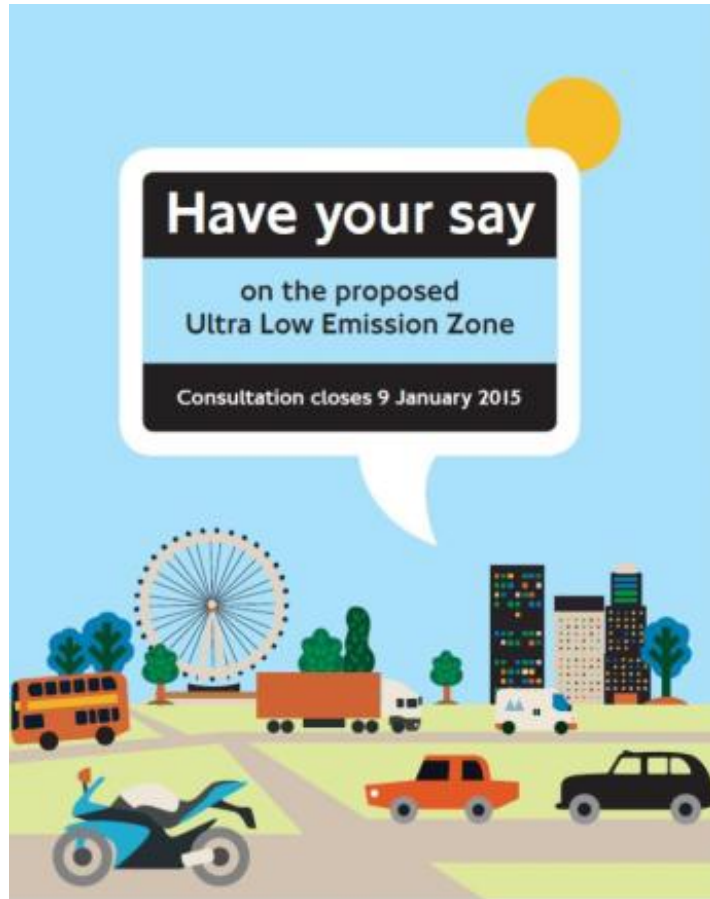
Promotion of walking, cycling, public transport



This is expected to give a small, though worthwhile, reduction in traffic levels and congestion



Measures to improve air quality will also have some impact on reducing congestion



MAYOR OF LONDON



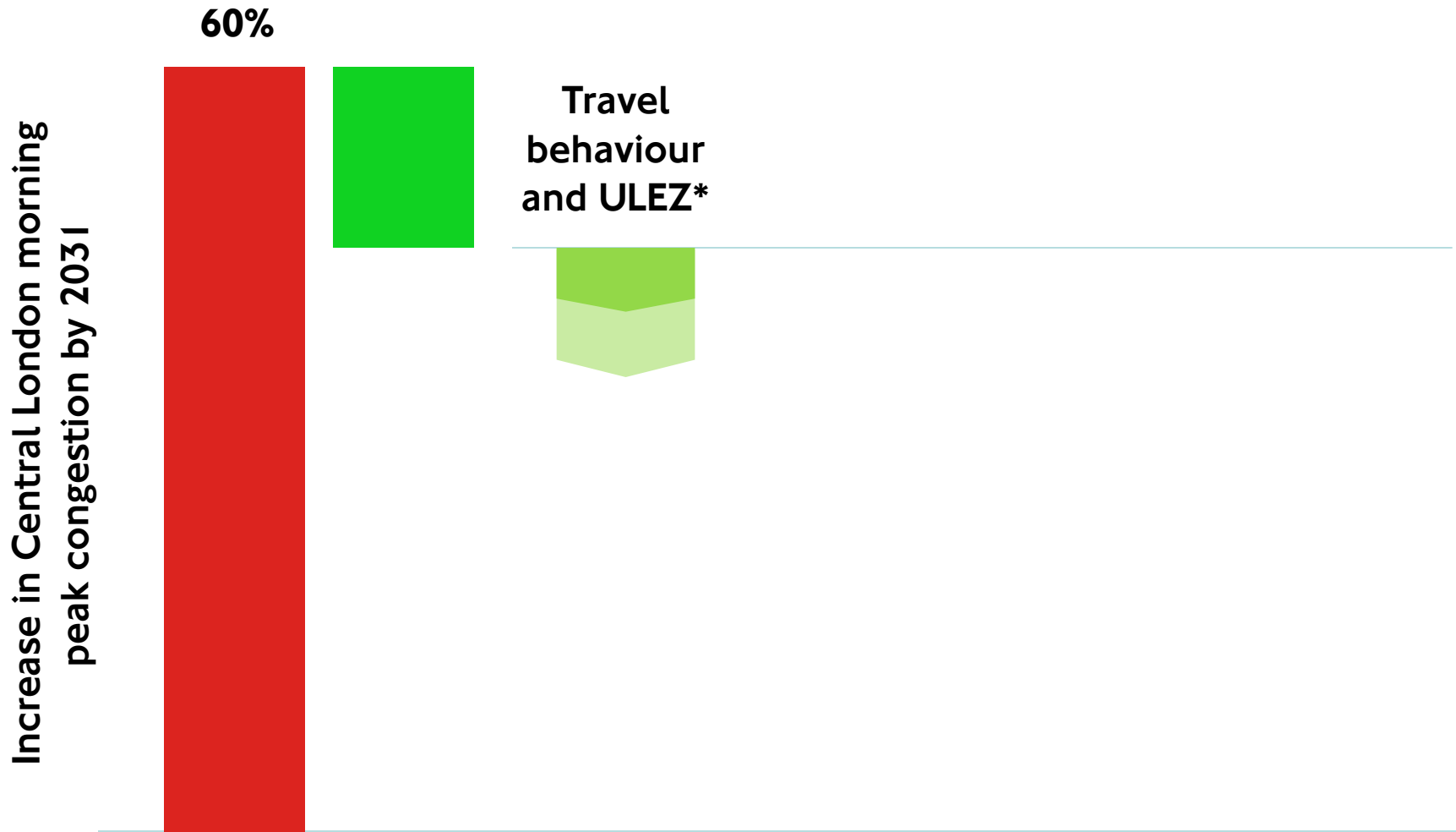
The Ultra Low Emission Zone would require all vehicles driving in central London to meet new exhaust emissions standards

In 2020 ULEZ is expected to reduce vehicle kms by about 5% in central London

This congestion benefit will gradually reduce as the natural churn of vehicles increases compliance with the scheme



Encouraging behaviour change and use of cleaner vehicles would help but leave a large gap



* Initial ULEZ impact would be largely diminished by 2031, though tightening of ULEZ standards would have an impact on congestion



Could we improve freight management?



To increase proportion of deliveries outside congested times:

- central London?
- town centres?

Remove outdated regulation?

Possible in short term?

Encourage consolidation?

Level playing field?

Essential daytime activity?

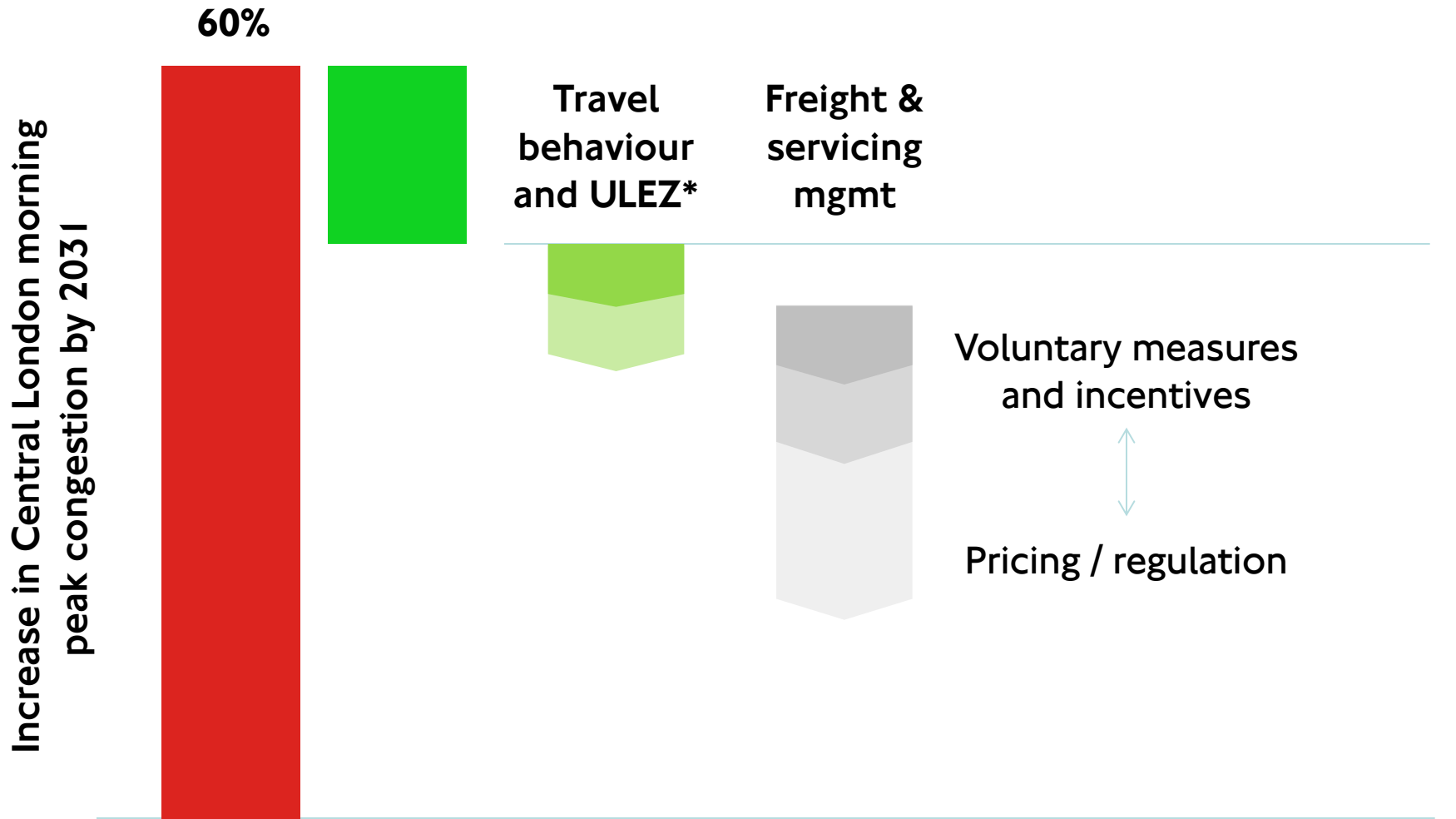
Time sensitive goods?

Cost for business?

Noise concerns?

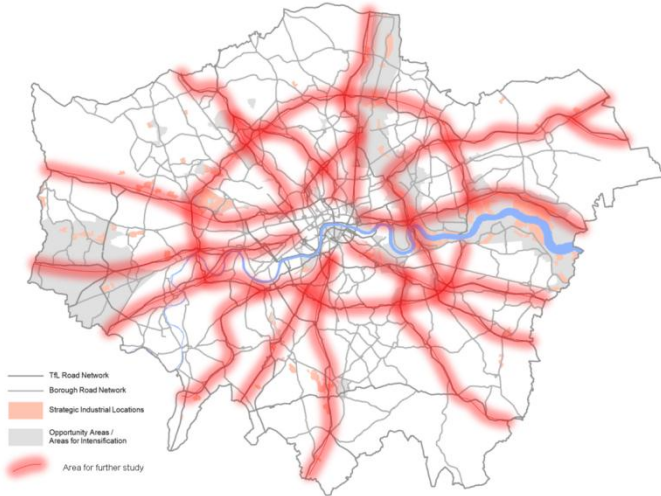
Night time economy?

Improved freight and servicing management could be effective at reducing central London congestion



Improvements to key corridors could provide some congestion relief for central London

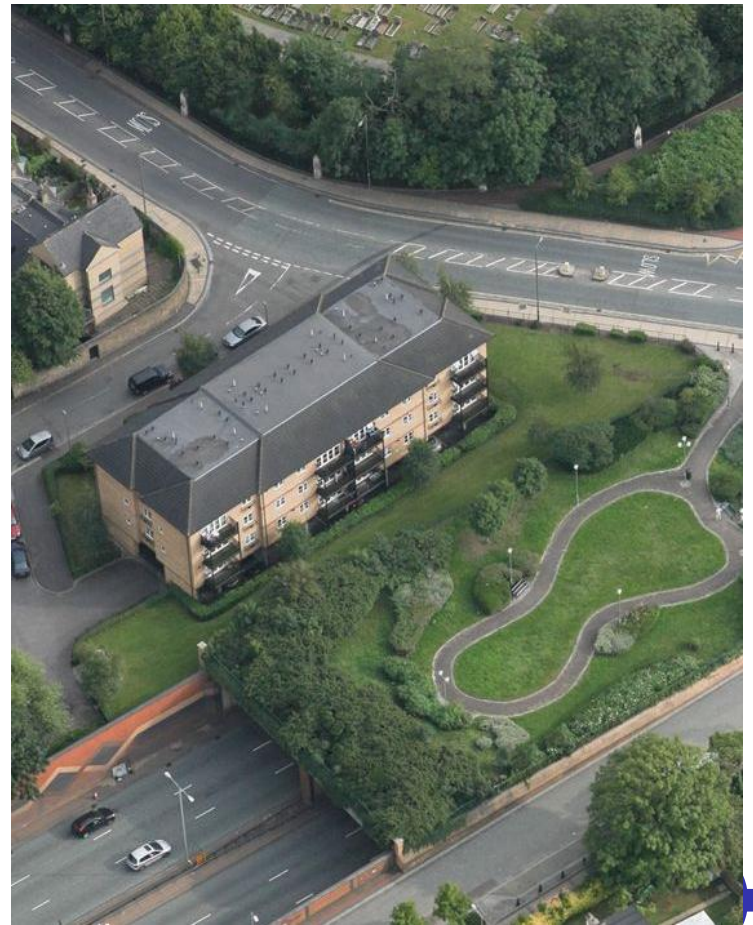
Fly-unders and mini-tunnels



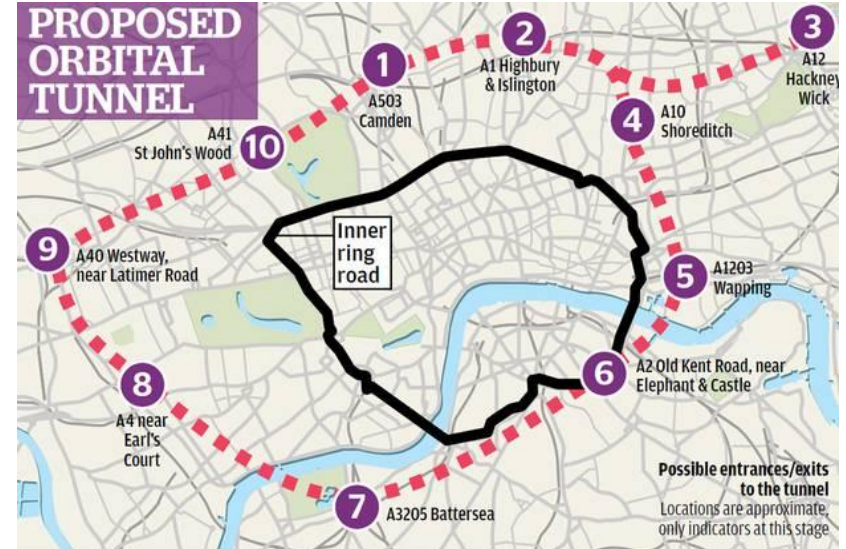
River crossings



Roofing-over to unlock development



'Replacement' road space, such as tolled tunnels for essential traffic, could have a role



Additional
space?

Improved
journey
times?

Remove
surface
eyesores?

New
routes?

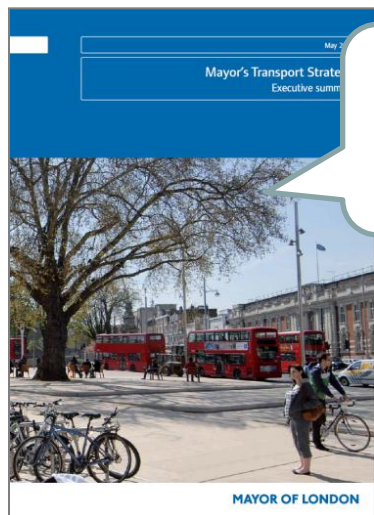
High cost?

Long lead
time?

Enhanced or 'replacement' space could be moderately effective at reducing central London congestion



We could also consider new ways of paying for road use as an option to reduce congestion

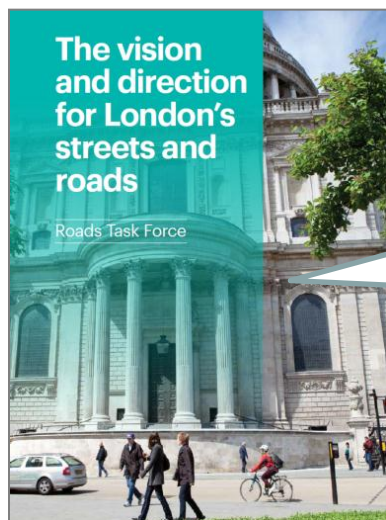


...may consider pricing if other measures are insufficiently effective...

...consider changing the way we pay for road use...

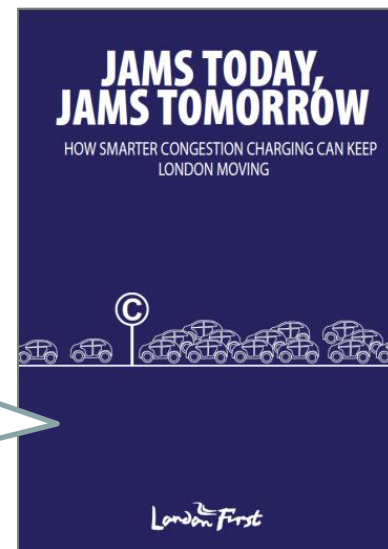


...'inequity of charging only east London crossings'



...give proper consideration to the wider use of smarter charging...

...a more sophisticated system of congestion charging...



As with other strategic measures, there are pros and cons to new ways of paying for roads

London already has new forms of paying for roads



Further ways could include:
Area charges (ULEZ)?



Tolls for new roads?



A London 'vignette'?



Low cost?

Tried and tested?

Flexible?

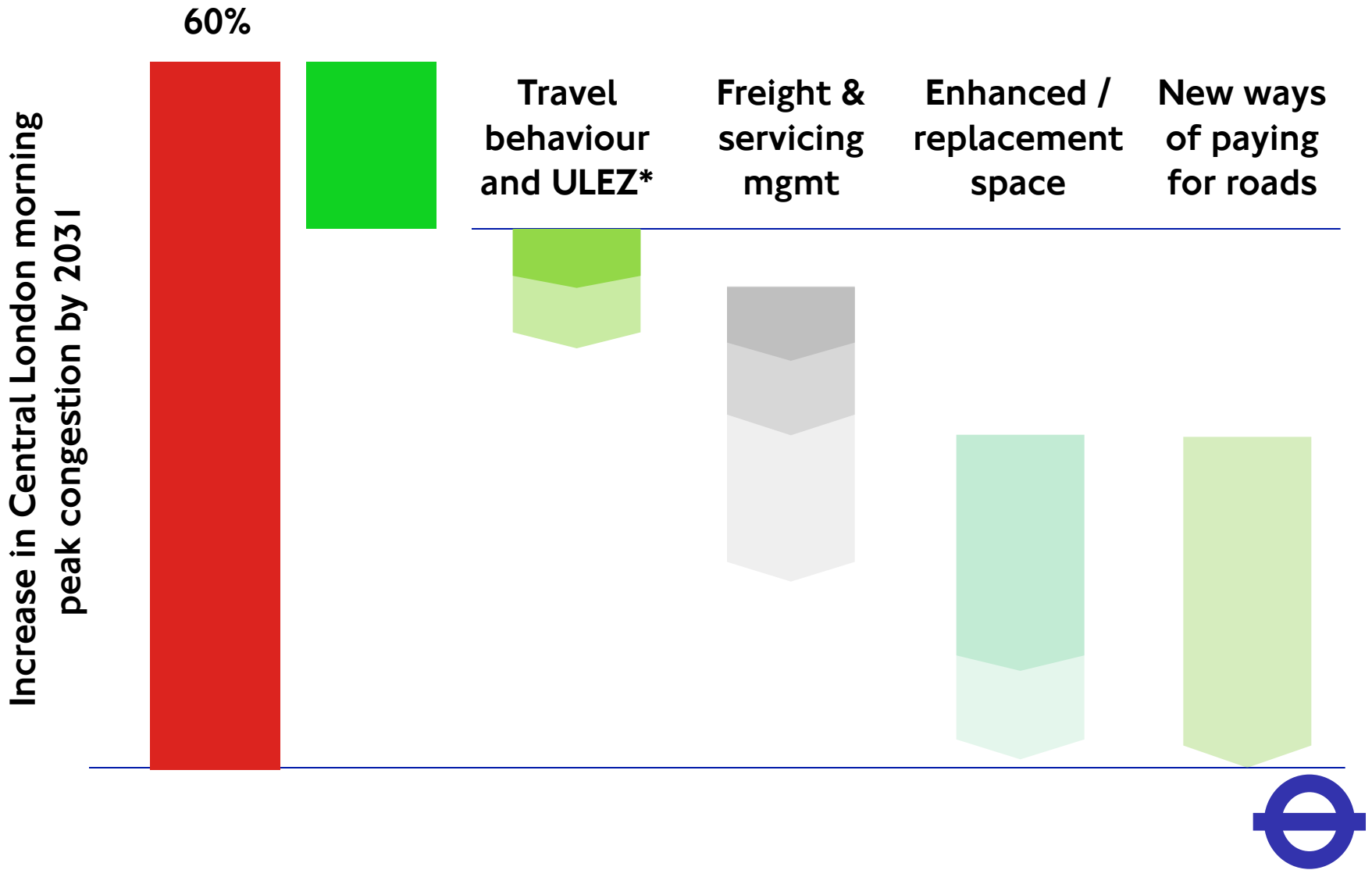
Raises funds?

Cost for business?

Views of the public?

Social equity?

New ways of paying for road use could be effective at reducing congestion



Could all three strategic measures have a role in an integrated, long term approach?

Freight & servicing management

Re-focussed on current and future challenges

Substitute, re-located or enhanced capacity

Maintaining space for different functions and unlocking growth

New ways of paying for roads

Effective demand management and replacement funding stream to pay for roads



Thank you, any questions?

